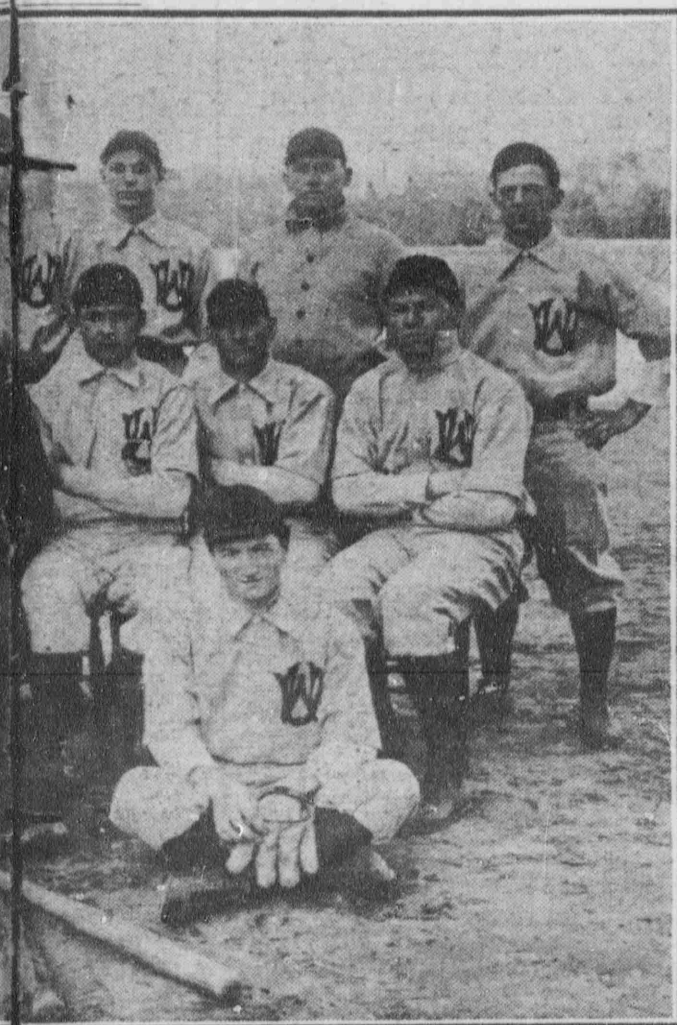


ON LEAGUE CLUB.



TO-MORROW AND TUESDAY.
Kaufman. Second row—Connors, Shaughnessy, Lynch, Irwin, Dermott.

ample team and further percentage of point in addition, it should colleges and college good portion of the to send the team

FS FOR 1908.

LEAGUE.
Captain.
McAlister...R. Wallace
Jones...F. Jones
Connors...B. Coughlin
Lajoie...N. Lajoie
Smith...N. Elberfeld
Mack...Harry Davis
Guire...R. Unglaub
Mullon...R. Ganley
LEAGUE.
Captain.
Clokey...Jack Barry
Chance...F. Chance
Ganzel...John Ganzel
Marko...Fred Clarke
Sizew...Mike Doulin
Hovnan...H. G. Lumley
Haley...Joe Kelley
Murray...M. J. Doolin

BS BROKEN.

art Crashed Two
er's Bones.
—When Jack Bon-
for the sixth time
his fight with Jim
ere Club Thursday
ought that Bonner
t. As Bonner was
el to his corner he
pain.

tion disclosed the
uel right hand had
side, shattering a
er was taken to the
where the broken

ewart is the hardest
et. "He hit me in
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was then that he
kept pumping that
ered side, until I
would kill me. I
are going to keep
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the ring, and was
work. He became
as the contest went
as sent to the floor
punch that split his
jumped to his feet
fuller to keep his
ll count. Stewart
ke a major. When
is pins again and
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on't spoil that boy.
ch I ever saw. The
a youngster like
make him beat the
time," said the

GOSSIP OF THE AUTOS

Improve Briarcliff Course for Race Friday.

CONTESTANTS IN TRIAL SPINS

Guy Vaughan, in Stearns Machine, Makes Fastest Time, Covering a Lap in 45 Minutes and 40 Seconds. Frank Leland, Barney Oldfield, and L. J. Bergdoll Make Good Time.

New York, April 18.—The work of improving the Briarcliff course for the big stock-car automobile race next Friday is going on rapidly. About one-fifth of it was oiled last night. Nine of the racers were on the roads in practice spins yesterday, and while the course is yet in a dangerous condition, some fast rounds were made. Guy Vaughan made the fastest time, covering a lap in 45 minutes and 40 seconds, while Frank Leland and Barney Oldfield, in the other Stearns machines, were timed a circuit in a little more.

Ralph Mulford, in one of the Lozier enfries, came to grief, taking a sharp turn near Millwood, about two and a half miles from Briarcliff, due to the breaking of the right rear wheel. In a short time, however, Mulford obtained a new wheel from the Lozier camp, and was able to make two rounds. Cedrino and Parker sent the 24-horsepower Fiat dashing over the course at high speed, and A. C. Campbell let the Allen-Kingston out. William Watson and Morton Seymour, in Simplex cars, did some daring driving, while George Robertson sent the Panhard car along as if the race was on.

L. G. Bergdoll, of Philadelphia, arrived at the course on Thursday night with the Benz machine, which he will drive in the race, and was one of the early ones on the course.

It has been definitely decided that the cars will be in control at Mount Kisco during the race. Time cards will be stamped on entering, and again on leaving the control, and dropped into locked boxes on the dashboards of the cars. The machines will pass through Mount Kisco at reduced speed.

Jefferson De Mont Thompson, chairman of the racing board of the American Automobile Association, said yesterday that the entrants and drivers had evidently overlooked those features of the racing rules which provide for disqualification for betting. The rules in question read as follows:

"67. The making or lawing of bets or wagers shall not be permitted, recognized, or tolerated.

"68. Disqualification for any infraction of the foregoing rules shall debar the offender from participation in any and all of the awards for the event in which he competed."

The sanction for the Briarcliff race was granted by the racing board upon the application of Robert Lee Morrell, to whom the racing board will look for the enforcement of the racing rules under which this contest is to be conducted and for the taking of all necessary precautions for the safety of the drivers and spectators.

While the Automobile Association of America racing board has no part in the management of the race, it will look to those responsible for the conduct of the affair to comply exactly with the rules under which the sanction was granted.

Opposed to Auto Bill.

At a meeting of the park commissioners yesterday a resolution was adopted to the effect that the park board is opposed to the automobile bill which is now before the legislature, which, if made a law, the commissioners say, will deprive them of the control of park highways, thereby permitting practically unlimited speed, the entrance to the parks of business motor vehicles, and the use of tire chains, which they declare tear up the macadam roads.

The commissioners say that since the enactment of a park ordinance on December 5, 1907, which prevented the further use of tire chains or other nonskidding devices in the parks under their supervision, the automobilists have been working to frame a bill and get it passed to make the ordinance null and void.

The bill now before the legislature is entitled "an act to provide for the registration, identification, and regulation of motor vehicles operating upon the public highways of this State, and also their operators."

It was decided to forward a copy of the resolution to the corporation counsel, with the request that he fight the bill now before the legislature vigorously.

Experiments are to be made with the sand roads of Minnesota by which George W. Cooley, engineer and secretary of the Minnesota State Highway Commission, hopes to make them better fitted for traffic. He has had clover planted in the roads and along the sides. When the clover has attained a good growth he will have it cut and mix it with the sand of the roadway. He hopes that this treatment will change the character of the soil so that it will make better highways.

Charles B. Harper, secretary of the Automobile Club of Southern California,

has promised that members of the organization will provide sixty automobiles to entertain the officers of Admiral Evans' fleet in Los Angeles on Thursday, April 23. The Southern California Automobile Dealers' Association has agreed to furnish at least twenty-five cars for an automobile parade in honor of the fleet's officers and men on Tuesday, April 21.

There is to be a local show in Dayton, Ohio, during the week of April 27 to May 2, to be conducted under the auspices of the Dayton Automobile Dealers' Association. It is to be held in an armory, and was originally scheduled for the previous week, but had to be postponed on account of a misunderstanding over the dates, but the postponement is welcomed by the dealers, as it will allow more time in which to make preparations for the exhibition. Before the show is formally opened, an automobile parade will be held and the dealers hope to have several hundred cars in line. The prizes are to be given for the best decorated cars.

Speed Traps in Massachusetts.

The speed trap industry is getting an early start in the good old Bay State, for word comes from Springfield that the police of that city have made arrangements to time automobiles in various parts of the city, and that violators of the speed regulations are to be punished. The Automobile Club of Springfield has sent notices to its members asking them to drive carefully in the city and to exercise special caution while in the central part of the city.

It is declared that the majority of the 600 automobiles in use in Mexico are cars that have been imported from different European countries, but the lighter and more economical American cars have been steadily gaining in favor there in the last couple of years.

The Automobile Club of Cincinnati opened new headquarters in the Gibson House at Cincinnati on Wednesday evening, April 15.

According to advices from Berlin, the committee of the Imperial Automobile Club, in charge of the touring contest for the Prince Henry of Prussia trophy, has notified entrants that each car must be fitted with a speedometer in such a position that it can be seen by the official observer at all times, so that he can control the rate of speed at which the car will travel.

A new model of motor cycles is seen in the streets of this city. It is the N. S. U., and is made by one of the oldest motor cycle companies in the world. It is claimed to be a cycle which is made to the perfection that is possible up to the present day. It has a free engine, two speeds, with clutch, having no battery, but makes its own electricity.

This cycle was introduced into this country about a year ago, but in a short time it has become one of the most favored cycles. The headquarters in America are located at New York City, Philadelphia, and at the Haverford Cycle Company, local distributing agents. This cycle is demonstrated at the Washington branch, 427 Tenth street northwest.

EASTERN COLLEGES INVITED.

Western Conference Asks for Entries for Championship Games.

Chicago, April 18.—Invitations were extended yesterday by the Intercollegiate Conference Athletic Association to Swarthmore, Pennsylvania, and Cornell with the view of obtaining entries from these crack Eastern track teams for the conference meet on June 6 at Marshall Field. The officials in charge of the games are hopeful of landing one of the three teams and possibly the relay squads of all the institutions.

If successful in their endeavors, the conference officials will have an opportunity to bring together the best athletic material of the country, as there is every assurance that Leland Stanford will send its team from far-off California. W. S. Bond, of the University of Chicago, is bending every energy to secure the entry of the Stanford team. Missouri yesterday sent word that a team would be here to represent the State university, while Hamline University, at St. Paul, has promised to have a team here.

Eighteen colleges are thus assured in the entry list for the classic, according to President George Horton, of the association. Every institution in the conference will be represented, and in addition there will be ten outside schools, with bright prospects of many more getting into line before the entries close.

California is practically out of the running, as the Golden State institution has recently been put to a heavy expense in the completion of a new field. Stanford is exceptionally strong in track material this spring, and the Westerners are picked to cut a wide swath in the particular events for which they will be named.

Crack California Athlete.

Albert Munn, a freshman of the University of California, has recently joined the ranks of all-round athletes. In a dual meet out on the Pacific Coast with Stanford University, Munn performed in fine style. He won the high jump, crossing the bar at 5 feet 8 1/2 inches, hurled the hammer 140 feet 9 inches, won the pole vault with 11 feet 2 1/2 inches, put the 16-pound shot 42 feet 6 1/2 inches, and broad jumped 21 feet 8 1/2 inches. The shot, hammer, broad jumping, and pole vaulting performances were freshman records. Munn is only nineteen years old, and is looked upon as a "comer" in the athletic world.

BRITT IS GOING BACK

Defeat by McFarland Ends Boxer's Career.

FOUGHT MANY QUEER BATTLES

"Native Son" Had Things Pretty Much His Own Way in Light-weight Division Until He Met Joe Gans—Had Three Slashing Mills with Nelson—Not Liked in East.

Jimmy Britt, the famous native son of California, has fallen down the pugilistic ladder one step farther.

His quick and decisive defeat by Packey McFarland has added another to his list of beatings. Britt was a pet of the gambling fraternity of San Francisco in its palmy days, and after he left the amateur ranks he had things pretty much his own way till he attracted the attention of Joe Gans, who went after him hot-foot and ran up against the color line.

There was a long wrangle before the boxing promoters succeeded in coaxing Britt to meet Gans, and the meeting resulted in the famous five-round verdict to Gans on a foul, the only way in which Britt could save himself from being knocked out.

The result of the bout caused considerable scandal, but after the hue and cry died out Britt, who is an ardent pursuer of the mighty dollar, came once more into the limelight. He beat Battling Nelson, and was then knocked out by the latter in a return match, and then got himself into condition and beat Nelson in twenty rounds.

Not Liked in East.

Eastern sporting men never took much stock in Britt's claims for pre-eminence in ring affairs, especially after his beating by Terry McGovern, who slammed Britt all round the ring at Madison Square Garden and came near landing knockout blows on the Californian several times during the ten rounds they were in the ring. As Terry had only recently left an insane asylum, and was not in anything like good condition physically, the students of boxing figured out that had the "terrible one" been in good shape or anything like his prime, he would have had no trouble in putting Britt out of business.

Some folks are still laughing over the result of the second match between Gans and Britt, in which the colored man was declared the victor in six rounds. Britt quit cold, and there was a lot of queer things connected with the match. Jimmy's excuse was that he had broken the ulna bone in his right arm, and that expression has since been one of the pet phrases of boxing ring parlance, and Britt will be remembered by it long after he has ceased to be thought of for any fighting he ever did.

TOMMY BURNS REAL SWELL.

Prosperity Has Done Whole Lot for Heavy-weight Fighter.

Prosperity has done an amazing lot for "Tommy" Burns. It has made him one of the most "howling English swells" in Piccadilly. He is as careful of his sartorial appearance as if he were one of those stranded Americans whose business it is to wear English garments at so much per day, and induce their countrymen to patronize certain London tailors.

He is usually surrounded with many of the Americans who make their home in London for the greater part of the year, and spend most of their time in the English capital enjoying themselves as much as possible at the expense of the others. "Tommy" is not quite so easy as some have been who have preceded him, but he does like to give the English people the impression that he is a "swell guy."

Before he returns to the United States he is anxious to get over to France and pick up some of the money which is said to be waiting in the French capital for anybody who will go after it. The French suddenly have acquired a notion to fancy pugilism, and Burns wants to get over there and play the game while it is worth while.

Princeton Building Boathouse.

Princeton, N. J., April 18.—Work has been started on the new boathouse of the Princeton Rowing Association, on the north bank of Lake Carnegie, a short distance west of the Harrison street bridge. The plans provide for a building 100 feet long by 30 feet wide, with a room for shells and a dressing room. Shells and training boats only will be stored in the new house. Besides the class crews which are to be formed for the spring regatta there is a movement to organize crews representing the dormitories.

Syracuse to Row Middies.

Syracuse, N. Y., April 18.—It is announced that the Syracuse University eight-oared crew will row that of Annapolis Naval Academy on the Severn May 23.